

RAILROAD SCHEDULE.

N. & T. C. R. R.	
Grand Central Depot	
Leave No. 1, 7:00 a. m. Arrive No. 1, 5:25 p. m.	
Leave No. 2, 10:50 a. m. Arrive No. 2, 7:20 p. m.	
Leave No. 3, 11:00 p. m. Arrive No. 3, 6:10 a. m.	
T. & N. O. R. R.	
Grand Central Depot	
Leave No. 1, 7:00 a. m. Arrive No. 1, 5:25 p. m.	
Leave No. 2, 10:50 a. m. Arrive No. 2, 7:20 p. m.	
Leave No. 3, 11:00 p. m. Arrive No. 3, 6:10 a. m.	
G. H. & N. R. R.	
Grand Central Depot	
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Leave No. 2, 10:50 a. m. Arrive No. 2, 7:20 p. m.	
Leave No. 3, 11:00 p. m. Arrive No. 3, 6:10 a. m.	
S. Y. T. & M. R. R.	
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Leave No. 2, 10:50 a. m. Arrive No. 2, 7:20 p. m.	
Leave No. 3, 11:00 p. m. Arrive No. 3, 6:10 a. m.	
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TRAIN SHEDS TO BE BUILT

Work Will Be Commenced Latter Part of This Month.

WILL COST FIFTY THOUSAND DOLLARS.

New Structure Will Be Composed of Iron and Steel and Will Be 600 Feet Long and Six Tracks Wide.

The announcement was made yesterday that the Grand Central depot on Washington street is to be equipped with train sheds and that work upon the construction of same will commence the latter part of this month, or on or about the 27th instant.

The sheds will be built on most modern and up-to-date lines and more than \$50,000 will be expended in their construction. The fact of the Southern Pacific system having decided to expend the amount of money named in the matter of train sheds shows a growing faith in the future of Houston, not only as the railroad center of the State but as one of the coming great cities of the country.

The matter of train sheds for Houston has been under consideration for several years and on two or three occasions it was given out that the sheds were to be built. Upon the death of Vice President Quintanilla the subject was allowed to drop, but immediately upon Mr. C. H. Markham taking up the reins he gave it out that the matter of train sheds would have its fullest and earliest consideration. He said at the time that he deemed it a most important item and would do all in his power to force it to a successful conclusion. He took the matter up at once and soon had the plans prepared for a train shed system second to none in the South. These plans were forwarded to headquarters with the endorsement of Mr. Markham, asking that the same be taken up and acted on as soon as possible. The reply has been received and it is favorable. The train sheds will be erected.

Mr. Markham was asked yesterday to verify the rumor that work on the train sheds would soon be commenced and he replied that such was the case. In answer to questions, he stated that the sheds would be constructed on modern lines, of iron and steel, and that the cost would be in the neighborhood of \$50,000 or more. The sheds will be 600 feet long, which means that they will cover almost all of three squares. There will be six tracks under the sheds, all the present tracks to be rearranged and made to conform to the plan of the sheds. There will be entrances and exit gates and a platform extending across the tracks from the main entrance. All trains will be run in and out of the platform upon arriving and before departing and the platform will always be left clear in order that passengers may walk across and board any train that they desire to take.

When the matter of the train sheds was brought to an official of a line that at present entering the Central depot he readily assented that it would be no more than right and proper for all trains entering Houston to arrive and depart from the Central depot. This official said the Southern Pacific certainly deserved credit for the enterprise they were showing and they should be backed up by all the roads doing business in Houston.

THE NEPTUNE CARNIVAL.
Special Rates Announced for the Big Event by the Santa Fe.
The Santa Fe has announced the following special rates for the big Neptune Carnival at Galveston, May 12 to 24:
Penitence \$2.70
Moody 2.50
Metropolitan 2.50
Crawford 3.40
Clifton 4.00
Meridian 4.00
Morgan 4.00
Kopple 4.00
Luna 4.00
Viney Mills 4.00
Rio Vista 4.00
Date of sale May 22 only, good to May 24 for final return.

AND G. N. FREIGHT DEPOT.
Expected that Work Will Begin Not Later Than June.
Chief Engineer Trammell of the International and Great Northern railroad came to Houston yesterday and Mr. A. L. Bowers, superintendent of construction, reached the city last night from headquarters. These two officials are here for the purpose of looking into the matter of construction of the new freight depot of the company on Franklin and Texas streets. The work of removing the buildings of the site is going rapidly ahead, and it is expected the railroad company will be able to begin operations by June 1 at the latest.

INTERURBAN LINE
To Connect Waxahachie and Ennis to Be Built by Fort Worth Capital.
Fort Worth, Texas, May 12.—A. T. Byers and associates of this city are negotiating what is to be known as the Central Texas Traction company, the object being to construct an electric street car line between Ennis and Waxahachie, a distance of fifteen miles. The company will be capitalized for \$500,000. Two surveying parties are now making preliminary surveys from Waxahachie to Ennis. Mr. Byers said the intention of the company to extend the line to other towns in Central Texas.

NEW YORK TO CHICAGO. A POLICY OF REPRISAL.

Pennsy's New Schedule of Seventeen Hours Is the Wonder.

ORDINARY FLYERS LOOK AS HORSE CARS

The New Limited Train Between the Two Great Cities the Talk of the East.

Chicago, May 10.—From Chicago to New York in 17 hours. This is the boast of the Pennsylvania railroad today by the new General Passenger Agent E. A. Ford of the Pennsylvania railroad. It is the plan to place in service a daily train which will make the distance of 612 miles between Chicago and New York in seventeen hours and seventeen and one-half hours. The exact date on which the new service will begin is not known, but it is said it will be long before June 1, and will be by long odds the fastest long-distance train in service in the world, and it is made possible by the expenditure of over \$2,000,000 by the Pennsylvania company in improving its track between the two cities.

The average speed of the train, including stops, will be 50.4 miles per hour, and exclusive of stops about 57 miles per hour. In order to make the schedule, however, a much greater rate of speed will have to be maintained over several long stretches of track.

The fastest trains between New York and New York at present are limited trains on the Pennsylvania and Lake Shore roads, which make the run in twenty-four hours. With the new train, the Pennsylvania will have a daily train service for long distances, but it is not possible to make the run in less than 17 hours. The average speed of the train, including stops, will be 50.4 miles per hour, and exclusive of stops about 57 miles per hour. In order to make the schedule, however, a much greater rate of speed will have to be maintained over several long stretches of track.

The expenditure of many millions by the Pennsylvania has been in the improvement of its track between Chicago and New York, and a line from there to New York, over any portion of which it is to run, 22,000 miles per hour. New high-speed brakes have been adopted, which will stop a train in a third of the distance than the old ones. The entire line has been "blocked."

By the speed agreement existing between Chicago and New York lines, the Pennsylvania has been forced to run a train from New York to Chicago, and a line from there to New York, over any portion of which it is to run, 22,000 miles per hour. New high-speed brakes have been adopted, which will stop a train in a third of the distance than the old ones. The entire line has been "blocked."

New York, May 12.—George H. Daniels, president of the New York Central, today gave out a statement that his road had no intention of moving a faster train between New York and Chicago for the present, and that the best they are figuring on is an eighteen hour schedule.

Mr. McClure Satisfied.
General Passenger and Ticket Agent McClure of the Galveston, Houston and Henderson was in the city yesterday from Galveston. Speaking of the new fast train put on Sunday by the Santa Fe, Mr. McClure said he was well satisfied with the time made and the patronage, 150 passengers being carried. "The train will leave Houston every Sunday at 7:30 a. m. and reach Galveston at 8:45," said Mr. McClure, "regardless of the time made by other roads."

Rock Island Officials at Dallas.
Dallas, Texas, May 12.—A party of Rock Island railroad officials arrived in Dallas in a special car from Fort Worth this afternoon and were at once taken in charge by local business men and shown around the city.

New Pullman Agent.
J. H. Folger, the new agent for the Pullman Palace Car company, arrived in the city yesterday from New Orleans and will take charge of the new office in Houston. Mr. G. C. Magann, formerly agent at Galveston, has been transferred to New Orleans, and left yesterday for his new post. The site for the Houston office has not yet been definitely decided upon.

A Rehearing Granted.
Austin, Texas, May 12.—The railroad commission today granted a rehearing in the "Baby" railroad crossing case at El Paso, and set it for May 21. The commission formerly ordered an overhead crossing. Judge Reagan was present today and transacted a lot of business.

Notes and Personals.
Commercial Agent Dillon of the Santa Fe is on the line.
Superintendent J. M. Lee of the Houston and Texas Central came in yesterday from San Antonio.
J. W. Smith, traveling passenger agent of the Southern Pacific at Waco was here yesterday.
Messrs. M. L. Robbins and H. M. Mayo of the Southern Pacific left yesterday for Galveston on business.
J. D. Trammell, chief engineer of the International and Great Northern railroad, headquarters Palestine, was in the city yesterday on business.
W. H. Taylor, general freight and passenger agent of the Houston East and West Texas, left yesterday for Galveston to attend the meeting today of the Southwestern Passenger association.

ARMY IN THE PHILIPPINES MEETING SAVAGERY WITH MORE SAVAGERY.

IT IS INDORSED BY THE REPUBLICANS.

Secretary Root Assumes Responsibility for All Except the Kill and Burn Order—Lodge's Sharp Practice.

(Staff Special.)
Washington, May 12.—The fact that the administration may be made to tell at least a part of the truth concerning the situation in the Philippines, if only the means employed in the effort to make them do so are drastic enough, is demonstrated by the remarkable communication sent to congress by Secretary of War Root in answer to the resolution offered by Senator Culberson on April 30 and adopted by the senate on May 1.

Detailed information concerning the events leading up to the sending in of the paper in question have been given in The Post's Washington dispatches. It may be remembered that at the time the resolution was first offered it was allowed to be temporarily on the table as a result of a request made by Senator Lodge, chairman of the Philippine committee, leader of the administration in the Philippine fight and the personal friend of the president. This request created the impression that the resolution would be opposed from first to last, which was exactly the impression that Mr. Lodge wished to create. His purpose in doing this was to cause the democrats to make the charge that he was refusing to obstruct the effort to get at the facts in the Philippine matter so that by withdrawing his opposition the day after the resolution was offered, he could make the point that the democrats were bringing charges that had no foundation in fact and that the administration could not afford to investigate.

In this purpose he was partly successful. Some such charges as those mentioned were made in the democratic press the morning after the resolution was first placed before the senate. An effort to suppress the facts would have been quite in line with the policy that has been followed by the republicans, but the democrats have learned that, when the matter of the Philippine position in the Philippines is concerned, things are not always what they seem, therefore they waited to see what would be done before committing themselves to any position.

On the day following the offering of the resolution Senator Culberson called it up and it was passed without opposition. Senator Lodge said to have held a conference with the president and the secretary of war in the morning and to have said at that conference it was decided that it would not be wise to oppose the passage of the resolution in any way. However, that the impression among those who see with insight in the present, is that the day was simply a trick, as already stated, the purpose of which was to get the democrats to make charges and then to withdraw them. That those charges were not well founded.

On May 1, nearly a week after the adoption of the resolution, Senator Culberson inquired whether a reply had been received from the secretary of war. On being answered in the affirmative he offered another resolution similar to the first, which, like the first, was allowed to temporarily lie on the table. The day after the adoption of the resolution, the secretary of war, General Bell, and in so doing placed that officer in a position which, so far as public opinion is concerned, is a very undesirable one. The secretary of war, General Bell, is in a position which, so far as public opinion is concerned, is a very undesirable one. The secretary of war, General Bell, is in a position which, so far as public opinion is concerned, is a very undesirable one.

Contrary to general expectation the secretary of war assumed all responsibility for the reconstruction orders issued by General Bell, and in so doing placed that officer in a position which, so far as public opinion is concerned, is a very undesirable one. The secretary of war, General Bell, is in a position which, so far as public opinion is concerned, is a very undesirable one. The secretary of war, General Bell, is in a position which, so far as public opinion is concerned, is a very undesirable one.

Proceedings of the court martial which tried Smith are now on their way to Washington and will be reviewed by the president in person. It is not out of the question that the president will order a retrial of the case. "Duke" and "Hell-Roarer" Jake, as this particular Smith is commonly referred to in the light of the information that has so far been made public, he seems to be a richly deserved.

To revert to the orders issued by General Bell, for which the administration assumes full responsibility, it may be pointed out that the native Filipinos are not on a plane which he has never before occupied in the estimation of the members of the dominant party. Bell's plan seems to have been to murder a native every time an American was murdered by the natives. This may have seemed to be the only method by which the natives could be brought to terms, but those who are in a position to know that, on the other hand, the policy of reprisal has a tendency toward an effect exactly opposite from that intended. The natives in that particular part of the archipelago are, according to the most reliable information obtainable, naturally inclined toward bloodthirstiness, just as the Moros are inclined toward slavery. Their natural impulse is to kill the foreigner who tries to take away from them whatever of personal rights and liberties they may retain. The fact that a number of their own side is to be killed in reprisal every time a foreigner is killed by them, will, it is known to them, follow their cease their depredations, have the effect of making them all the more eager to take the lives of the natives. It is not out of the question that their own lives appear to be held as of little value, for in many cases it has been shown that they are fought, almost unprovoked, with a degree of courage that approached fanaticism, armed forces many times their number.

Stated in its bottom, the whole situation as so far presented is simply a repetition of the effect of the iron heel of the conqueror upon the natives. It is not out of the question that the natives are inclined toward bloodthirstiness, just as the Moros are inclined toward slavery. Their natural impulse is to kill the foreigner who tries to take away from them whatever of personal rights and liberties they may retain. The fact that a number of their own side is to be killed in reprisal every time a foreigner is killed by them, will, it is known to them, follow their cease their depredations, have the effect of making them all the more eager to take the lives of the natives. It is not out of the question that their own lives appear to be held as of little value, for in many cases it has been shown that they are fought, almost unprovoked, with a degree of courage that approached fanaticism, armed forces many times their number.

STORY OF A PIONEER.

Prominent Topekan Gets Wonderful Results from Kodol.

Thos. L. Ross is the pioneer real estate dealer of Topeka, Kan. He has been in business 27 years, and in that time has sold more land than all the dealers together who are now in business there. He located in Topeka in 1875 and witnessed its growth from a town of a few thousand inhabitants to its present size.



THOS. L. ROSS.

One would never suspect from his appearance that Mr. Ross is nearly 77 years of age. He is wonderfully active and rarely misses a day from his office. Mr. Ross is a Mason and a member of the First Presbyterian church. He was a sufferer from dyspepsia until he heard of Kodol Dyspepsia Cure. The following is his opinion of the remedy which has done so much for him:
"For several years I, Thomas L. Ross, also my wife, Lydia L. Ross, both of Topeka, Kan., suffered with that terrible malady known as dyspepsia or indigestion. "We commenced to use Kodol Dyspepsia Cure on the recommendation of our druggist. After taking one dose, and inside of a short time, all of those terrible pains and dyspeptic torments had passed away. My appetite, also my wife's, came back and our food can be enjoyed as when we were 21. I am now turning 77 years of age."
"I have not suffered one day with my stomach since I commenced to use Kodol Dyspepsia Cure, and I recommend it to all of my fellow citizens to do you good, and induce Kodol Dyspepsia Cure."
A. E. Keisling, 602 Main St., corner of Prairie Avenue.

republican administration assumes responsibility for at least a portion of those outrages.
C. Arthur Williams.

SHORT TEXAS SPECIALS.

SAN ANGELO, Tex., May 12.—McCauley, the evangelist, has been identified as a member of the Ku Klux Klan, and is now being investigated by the local authorities.

ROCK ISLAND.—Mr. T. H. Grandhouse was called to Eagle Lake to attend her husband, who was seriously hurt by falling from a train Saturday night. He is expected to return to the cause from his office here.

OKLAHOMA.—It has been ordered by the Methodist conference that a new church will be built at Velasco to replace the one destroyed by fire in 1900.

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NEW BIRMINGHAM.—George Ross, a negro, was caught under a log while at work in a sawmill and crushed to death.

OKLAHOMA.—The committee appointed here to collect funds for the relief of the sufferers from the recent cyclone has reported \$100.

MAINE.—J. G. Luescher has purchased the Lenoir pasture near here, paying \$25,000.

HELPS.—Roberts & Taylor are getting a new sawmill one mile east of here.

OKLAHOMA.—The police at this place have just organized a local union.

EDNA.—Heavy shipments of peas, beans and potatoes are now being made.

DAY CITY, Tex., is now under way on both of the rice mills.

If you've never tried Dairy Beer, you're something to live for. Think Keller has it. It is the synonym for purity.

WE ARE NOW IN POSITION TO FILL ALL ORDERS FOR

SCREEN GOOD

Screen Doors, Fancy and Plain Window Frames of sizes, Adjustable and Stationary Screen Cloth—Green, Pearl and Copper. . . . Let us hear from you.

J. S. DUNLAY HARDWARE

410 AND 412 TRAVIS STREET. PHONE 241.

Fort Worth and Return

\$9.00

On Sale May 15 and 16.

DALLAS and Return

On Sale May 15, 22 and 26

ST. PAUL, Minn., and Return

On Sale May 17 and 18

THROUGH SLEEPING CAR SERVICE

FREE CHAIR CARS ON ALL TRAINS

Send 10 cents to Passenger Department, Houston, Texas, for a Southern Pacific Rail Road Cook Book, containing 200 receipts.

W. L. SAUCIER,

City Pass. and Ticket Agt.

202 Main

The Royal Road to

Chicago, Kansas

City, Omaha,

Great Rock Island Route

Patronize its eating houses and dining cars and you will be well fed. . . . the North is the

SHREVEPORT, LA.,

And Return via

HOUSTON EAST & WEST TEXAS

Leave Houston May 15th, at 9 o'clock a. m.

For Particulars and Tickets see

E. W. DORRIS, C. T. A.,

218 Main

Hours Saved

BY TAKING THE

IRON MOUNTAIN ROUTE

TO THE

North and East

VIA

St. Louis or Memphis

ROCK-BALLASTED ROADBED,

WIDE VESTIBULED TRAINS,

PULLMAN SLEEPING CARS,

NEW DINING CARS,

ELECTRIC LIGHTS, ELECTRIC FANS,

RECLINING CHAIR CARS

AND

ELEGANT DAY COACHES.

For further information, apply to Ticket Agents of connecting lines, or to

J. C. LEWIS, TRAVELING PASS. AGENT,

AUSTIN, TEX.

H. C. TOWNSEND,

GEN. PASS. AND TICKET AGENT, ST. LOUIS.

THE

KATY

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GEN. PASS. AND TICKET AGENT, ST. LOUIS.

Take the Old Reliable

G. H. & H. R. R.

For Galveston.

Beginning Sunday, May 11, 1902, the G. H. & H. R. R. will put on for the benefit of the Houston Galveston travel, a new train, scheduled as follows: Leaving Houston Grand Central depot 2:10 a. m., I. & G. N. Congress St. depot 2:30 a